

opinion that the mines offer highly remunerative employment to, at least, 100,000 persons, or nearly four times the number at present engaged in the work.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, APRIL 12, 1852.

COUNTY OF RESTIGOUCHE.—PUBLIC MEETING.

At a County Meeting held in the Court House, Dalhousie, in the County of Restigouche, in the Province of New Brunswick, on the 25th March, 1852, in pursuance of public notice given by the High Sheriff, who declared the meeting legally assembled,

ALEXANDER CAMPBELL, Esq., was called to the Chair, and

Mr DONALD STEWART appointed Secretary, when the following Resolutions were passed unanimously:

Whereas the majority of the House of Assembly of this Province have by an Act recently passed, adopted the suggestions of the Canadian Government through its Delegates as respects the route of the proposed Halifax and Quebec Railroad, and determined the same by the Valley of the St. John River, and in consequence, skirting the American Frontier for upwards of 100 miles. And, whereas such a course is at variance with the spirit of Mr Hawes's letter of March 1851; therefore—

Resolved, That this Meeting highly disapprove of the course pursued by the Government and the majority of the House of Assembly of this Province, during the present Session, as regards the route of the proposed Halifax and Quebec Railroad, and are of opinion that the interests of the Mother Country and of New Brunswick have been sacrificed to the furtherance of Canadian commerce and the interested motives of our Southern members.

Moved by Adam Ferguson Esq., J. C. P., seconded by Mr David Sadler:

Whereas, one of the main objects contemplated by the British Government in the offer of the Colonial Secretary, is the opening up and settlement of ungranted Crown Lands along the proposed line, as a means of providing for the surplus population of Great Britain and Ireland. And, whereas, in the Counties of Kent, Northumberland, Gloucester, and Restigouche, in this Province (through which the line recommended by Major Robinson would pass), the number of acres of ungranted Crown Land (say 5,000,000) is greater and of far superior quality to those lying on or near the line adopted by the Legislature of New Brunswick; therefore—

Resolved, That this great object (immigration), has been entirely lost sight of in the recent proceedings of the Legislature on this subject, and the desire of the Parent State to benefit her Colonial Possessions thus frustrated.

Moved by William S. Smith, Esq., J. P., seconded by John U. Campbell, Esq.:

That the route surveyed and recommended by Major Robinson in 1848, possesses many natural advantages over any other yet submitted, in the numerous harbors along the Gulf Shore, the comparative evenness of the surface of the country, as well as being far removed from the influence or power of an enemy in case of war; while a branch Line to the city of St John would afford equal facilities for traffic with Canada, and in addition thereto a participation in the valuable fisheries of the Baies des Chaleurs and Gulf of Saint Lawrence, and intercourse with the North Eastern Counties of the Province.

Moved by David Ferguson, Esq., seconded by Mr David McIntosh,

Resolved, As the opinion of this Meeting, that the Delegates from the Province of Canada (with one from New Brunswick) assembled at Halifax, on the subject of the contemplated Railway from that city to Quebec by their own admission, by memorandum dated 29th January last, do not possess that local knowledge of the country to entitle their opinion to any weight in opposition to the disinterested report of the scientific officers employed exploring the line in 1848. That in respect to New Brunswick, the Bill passed by a majority in the Legislature defines but two points, namely, St. John and River du Loup, leaving the unsurveyed intermediate distance undefined, showing a total want of knowledge of the country, a great portion of which presents insurmountable engineering difficulties, and is generally sterile and unfit for settlement.

Moved by Charles Simonds, Esq., seconded by Hugh Montgomery Esq.,

Resolved, That the interests of Great Britain demand that the Route for a Railway uniting the three British North American Provinces should not be left to the decision of the Colonial Legislatures, but that commissioners appointed by the Home Government should decide a matter of so much importance, and also have the control of the expenditure of money for building the same; and further resolved, that the line adopted by the three Colonial Governments and the Legislature of New Brunswick, never having been thoroughly explored by reason of the

very great difficulties that presented themselves in the outset, an additional expense must of necessity be incurred, which would be avoided in the event of the Line recommended by Major Robinson having been attended to.

Moved by Doctor Taylor, seconded by Peter Stewart Esq.,

Resolved, That a copy of the proceedings and Resolutions of this meeting, signed by the Chairman, and countersigned by the Secretary, be forwarded to Sir John Somerset Pakenham, Her Majesty's principal Secretary of State for the Colonies, and that he be respectfully requested to advise Her Majesty to withhold her assent to the Bill lately passed by the Legislature of New Brunswick, defining the route of the proposed Halifax and Quebec Railway, and if circumstances permit, to adopt the construction put upon Mr Hawes's letter by Mr Howe, and sanction such action as may be founded thereon as the only means likely to forward the interests of the Province generally, and give general satisfaction to its inhabitants; and that Peter Taylor, Charles Simonds, Adam Ferguson, Peter Stewart, and William S. Smith, be a Committee to forward the same.

A. CAMPBELL, Chairman.

D. STEWART, Secretary.

MEMORIAL TO HER MAJESTY.

The following is a copy of the Memorial which has been sent to Her Majesty from this County, on the subject of the Halifax and Quebec Railway.

COUNTY OF NORTHUMBERLAND.

To the Queen's Most Excellent Majesty, The Humble Memorial of the Inhabitants of the County of Northumberland, in the Province of New Brunswick, in North America.

May it please Your Majesty,

Your Memorialists beg leave to approach Your Majesty with an humble but sincere assurance of their devoted loyalty to Your Majesty's Royal Person and Throne, and a firm confidence in Your Majesty's gracious disposition to promote their happiness and welfare.

Your memorialists regarded with anxious interest the project lately brought under the notice of Your Majesty's Government, of uniting Your Majesty's North American Provinces by a Great Trunk Railway, passing from Halifax through the North Eastern portion of New Brunswick to the city of Quebec: viewing it as a scheme full of promise for the speedy advancement of this Colony in wealth and population; and it was with feelings of deep gratitude they learned that Your Majesty's Government had generously offered the necessary aid for its accomplishment.

Your Memorialists are, however, impressed with the conviction that Your Majesty's Government in tendering its countenance and assistance to this Great Work was influenced by certain weighty considerations, and looked forward to very important advantages which were to flow from it, not alone to Your Majesty's subjects in these Colonies, but to the whole British Empire, and apart from which the undertaking would not have been deemed prudent or practicable.

Your Memorialists found their convictions upon the opinions clearly and repeatedly expressed in the correspondence of Your Majesty's Government on the subject of this Railway, but more particularly on those contained in the letter of Mr Hawes to Mr Howe of Nova Scotia, of 10th March, 1851; and the Despatch of Earl Grey to Lord Elgin of the 14th of the same month, wherein the considerations which commended this project to the favor of Your Majesty's Government are plainly defined; and which may be thus briefly recapitulated. As a public or national undertaking and not as a mere mercantile speculation it claimed attention:—The anticipated profits and advantages were to be derived from "its opening up new districts for settlement," by "the demand for Labor which would be created during its progress, swelling the annual consumption and Revenue of the Colony;" by "the increased value of the Public Lands" in its vicinity and "the rapid and easy communication it would afford" between the sister Colonies; enabling them to afford to each other mutual support and "assistance in hours of difficulty." While these conditions were declared indispensable, that it should be constructed on a well ascertained practicable Route, and on British Territory beyond the danger of Foreign interference.

Your Memorialists would most respectfully bring under Your Majesty's notice that the scheme for promoting this Railway, recently concurred in by Canada and Nova Scotia, adopted by an Act of the Legislature of this Province, and which now only awaits Your Majesty's Royal sanction to be put into execution, completely overlooks and disregards some of the most important considerations above referred to, and substitutes for the route recommended by Major Robinson, one, which starting from the southern line of the Province passes centrally to the Valley of the St. John, and thence towards the St. Lawrence, thence running for some distance parallel to and in close proximity with the frontier line of a foreign nation, and traversing a district already appropriated, if not occupied where the increased value of the lands, will tend more to increase private gains than to swell the Revenues of the Colony—a Route whose chief recommendation is that of subserving the commercial interests of the cities of Montreal and St. John.

Your Memorialists would therefore humbly pray Your Majesty to take the premises into Your gracious consideration, and withhold the Royal Assent to the Acts lately passed to promote the construction of the Halifax and Quebec Railway until such a perfect survey and examination of the proposed Route be made by competent persons under Your Majesty's authority, as will satisfy Your Majesty's Government that it is not only practicable, but that it possesses all the essentials of a broad and national character, to justify this yet young and feeble Province involving herself in a work of such vast cost and magnitude.

And your Memorialists will ever pray.

By order of a Public Meeting of the Inhabitants, held at the County Court House, the 23d March 1852.

WILLIAM A. BLACK,

High Sheriff of the County of Northumberland, in the Province of New Brunswick.

PROVINCIAL LEGISLATURE.

The following Letter from our correspondent at Fredericton, furnishes us with some interesting information relative to Legislative matters. How will our Gloucester friends relish the conduct of their members on the important measure of the European and North American Railway? It is really too bad that Government should succeed in entailing such a heavy debt on the Province by those members shrinking from their duty. No doubt an explanation of their conduct will be demanded by their constituents.

FREDERICTON, 3rd April, 1852.

Dear Pierce,

The Session is drawing to a close, and 'tis said the House will rise on Wednesday. Much has been said, and truly said, of the extravagance of former houses, the absurd and lavish money grants made, and the time wasted, but I fear the present is no improvement on the past. The majority of the present House manifest little desire to amend and many old claims long and properly resisted, have passed during the present Session. A small minority have strenuously but vainly resisted, and on many questions the names have been taken which will shew the Country who the true men are, and do much to exonerate the true reformers from the general condemnation which must, and should fall on the majority in power. All that could be done, and will continue to be done by the minority, is simply to prepare the way for a better state of things, which, 'tis hoped, may arise out of the next general Election.

The Government came down with a Bill to amend the Act of Incorporation of the European and North American Railroad Company. This the Company did not want, but the Government finding that Nova Scotia would not pass the Quebec and Halifax Railroad Bills, unless New Brunswick would make provision for the European and North American Road, wished to secure the scheme by this Bill. Barberie, Montgomery, Cutler, Williston, J. M. Johnson, and others opposed this Bill. The latter exposing the object of the Government, contended that we had never learned what Mr Hawes's speech meant when he said "it New Brunswick does not build the European and North American line, I admit we shall be jockeyed." Here 'twas seen that some secret understanding had been made between Mr Chandler and Mr Howe, that our Government would make provision for it, and instead of Nova Scotia building one third of the Halifax and Quebec line upon condition that we built the European and North American line, so as to increase their traffic, our Government had agreed to give them all this advantage and only ask them to build three-twelfths in order to get their favorite line by the Valley of the St. John. He contended that our Government had deceived the House—they dare not let them know the whole scheme at once because they would thus lose the whole measure, but gulled them into the belief that the £250,000 stg. would be saved by carrying the Quebec and Halifax line by the St. John, and now when too late they were made aware of the deception. The Province was thus induced to borrow £1,500,000 sterling, then £250,000 sterling besides £50,000 sterling for the St. Andrews line, and to secure the interest on £100,000 more for the same object, and give an immense tract of our country away besides. The Bill passed by a majority of two, Gordon being absent at St. John, and Styles and Read out of the way. Had these gentlemen been at their posts, and there is no excuse for the two latter, the Bill would have been lost, and the absurd scheme destroyed. The Law Commission Bill has passed, and the Government introduced a section that members of the House should not be required to go back to their constituents, if appointed Commissioners.

The object was to have some of the Commissioners in the House to explain their work, and the Attorney General said he thought such appointments should not be confined to the political party who acted with the Government. John M. Johnson and others opposed this section, as breaking down one of the great principles of Responsible Government. It passed in Committee, but was again resisted on the third reading, and the Government finding themselves in the *vocative*, agreed to withdraw it. So much good has at least been done by small but consistent opposition. Who the Commissioners may be, I cannot say, but do not think the Government can appoint those contemplated, if it be necessary for them to vacate their seats.

I have no doubt Needham expects, if he is not actually promised something, but I think the Government has secured his support at a cheaper rate. The Loyalist, which you know to be a Government paper, and its editor ready for all works, though fortunately too well known to do much harm, has sought to misrepresent the state of things on the Law Commission and other Bills. He would make it appear that the Government did not desire the non-vacating clause in the Bill, when in fact they even yielded to necessity. This man takes Byron's hints to critics:—

"Fear not to lie, 'twill prove a lucky hit. Shrink not from blasphemy, 'twill pass for wit."

And will do more good to those members of the Opposition whom he attacks, than credit to the Government whom he supports. To be vilified by such a writer is the best proof of honesty in the man, and that the Government feel the weight of his opposition. Hill is also the writer in the New Brunswicker over the signature of "Philemon."

FIDES.

THE PROROGATION.—LEGISLATIVE EXTRAVAGANCE.

We received information by Telegraph on Wednesday last, that His Excellency the Lieutenant Governor had that day prorogued the Legislature.

We are glad that it is so, for their deliberations reflect no credit on us as a Province, and a review of their proceedings confirms us in the opinion we formed some weeks since, that this was one of the most extravagant Sessions the history of the Province records, with, we believe, but one exception.

A season of improved trade and a prosperous revenue, seems to be the signal for all kinds of application for Provincial aid; and it is our misfortune to have men as representatives who possess much less of that "high and honorable feeling" which should characterise statesmen, than the low ambition which prompts them to seek a large share of the Bye Road money, or Special Grants, no matter how pernicious the principal may be in theory, or dishonest in practice.

The Revenue of the past year showed a considerable increase, and of course such a favorable opportunity could not be allowed to pass by the members, of serving at once their constituents and themselves. Under such circumstances, the talents of our Government shone conspicuous. Nothing was too grand or insignificant for them to meddle with, provided there was money or patronage to be distributed. Let them remain in office—give them the necessary support—and their "tame followers" were enabled to succeed in almost every measure they brought forward, without regard to honesty or principle. With the Government no measure was initiated which did not afford them the means of strengthening their position by placing at their disposal money and patronage. The Railway Bills—the School Bill—and the Law Commission Bill, are the offspring of the Session, and combine in themselves a greater amount of patronage than have ever been contained in the measures of any one Session in the annals of the Province. With such a Government these are powerful sources of corruption, and with such Representatives the temptation is to great too be resisted. There are, however, some honorable exceptions, and we are glad that we have an instance in the Northern section of the Province.

Since the commencement of the Session, the Government have been all-powerful, and have not hesitated at any stretch of audacity, or increase of power. In the discussion on the Railway Bills they spoke of half a million pounds as a matter of small moment; and although £1,500,000 was all that was considered necessary, still if they could get another half million they had better take it. In this the Attorney General went beyond his depth, and even our Assembly, subservient though it be, was startled by the proposition. The executive pilot, Partelow, foresaw the storm brewing, and wisely consented to the smaller sum. They have gained their object, a *continuance in power*—they have got the House prorogued, and are safe at least for nine months to come, unless they differ among themselves in dividing the spoils, or fail in getting the money, neither of which is at all unlikely.

As yet we have seen no estimate, and are unable to form anything like a correct calculation, of the amount that has been over-voted in Supply, but the sum must be immense; and we do not imagine that the Revenue returns for the present year will show any increase over those of the preceding one. Are our coffers to be ever managed thus, without calculation, estimate or responsibility? all attempting to shift the blame off themselves, without any real responsibility existing anywhere. It would be much better for the Government, corrupt though we believe it to be, to possess the initiation of the money votes: then they would be (at least politically) responsible, and we do not believe they would, as a po-